known to be on the road between here and Buffalo, which, with the exception of three caricads in which one-half the animals froze at Amsterdam, are expected to get in by the morrow in good shape. Retail prices for beef, mutton, etc., were about the same yesterday as the day before, though in some places one cent or two cents a pound more was charged for fine outs.

fine outs.

Simeon Smith, superintendent of the Jersey City Stock Yards, said yesterday that an injustice had been done the officials and employes of that corporation in the paragraph in This Thistune describing the sufferings of a lot of cattle in the Yards for want of food. Mr. Smith said that the cattle reached the Yards Monday and were fed on Tuesday. They were not fed Monday because the drifted snow made it impossible to open the Yard gates and get the hay in to them. The fact that the poor brutes had not tasted food on Sunday before they reached the Yards was not the fault of the Yards men.

## MANY TRAINS BUN ON TIME.

THE NEW-HAVEN ROAD STILL BLOCKED. TRACES CLEAR AS FAR AS STAMFORD, HOWEVER-

THE JERSEY LINES DOING WELL, The Grand Central Station was bathed in sun shine yesterday, and travellers entered and departed from it as usual by way of the New-York Central and Hudson River Railroad. The trains were set running on schedule time, and late in the day they were arriving with little delay. The Harlem Railroad was opened throughout its length, so that trains will run as usual on it today. The New-Haven and Hartford road was still in trouble, although a desperate struggle was made by the officials to get rid of it. The road was opened as far up as Stamford early in afternoon, and the first train went east at

Saratoga express, which left the station on the Central bound for Albany on Wednesday afternoon, reached Albany at 11:30 p. m., land-ing the New-York and Brooklyn delegation of legislators and those from other sections, fifty all told, in ample time for yesterday's session of the Legislature. The express from Albany, leaving there at 6:30 p. m. Wednesday, reached this

ing there at 6:30 p. m. Wednesday, reached this city at 2 a. m. yesterday, four hours late.

On opening up the line, it was ascertained that the greatest difficulty had been experienced between Poughkeepsie and Peckskill, where the heavy snow lay eight feet deep over the track for three-quarters of a mile. There were several cattle trains between Poughkeepsie and Syracuse, but the cattle had been removed from the cars and taken care of at various points. One train remained at Poughkeepsie, and this came into the city last night. THE HABLEN ROAD CLEARED TO THE TERMINUS.

The work on the Harlem division was prose cuted vigorously, and the road was cleared by the force working upward as far as Millerton, ninety miles from the Grand Central Station, in the afternoon. A force of men was also at work from Chatham, the northern terminus, down, so that the gap was closed late in the day. A milk train, which had picked up milk from Dover

that the gap was closed late in the day. A milk train, which had picked up milk from Dover Plains all the way down, came into the city in the afternoon, and the regular milk train started on its way to reach this city on schedule time, 12:20 a.m., to-day.

Superintendent Schofield, of the New-Haven and Hartford road, worked a good part of Wednesday night getting an engine on the track near Moant Vernon. Having succeeded, he took a rest until morning. The engine was backed up to Mount Vernon, and the four stalled passenger trains at that point were taken to this city, leaving Mount Vernon at 7 a.m., and bringing in some 200 passengers. The road between New-Rochelle and Woodshwn Junction, where the Harlem and the New-Haven roads separate, had been cleared, and also the tracks between Woodhawn Junction and Harlem Junction, where the Central branches off. The tracks between Woodhawn Junction and Harlem Junction, so that at 1:30 p. m. a through express was started from the Grand Central Station, bound for Stamford at least and as much farther as was possible. At 4:02 p. m. a Stamford local was sent out. A train from Stamford at 7:20 p. m. reached this city at 8:55 p. m. Superintendent Turner, who had been out on the line since Monday morning, had been showed in between Mamaroneck and Harrison, and he was got out alive yesterday. W. I. Squire, the treasurer of the road, was also dug out.

Mr. Scholield declared that he had 500 shovel.

W. L. Squire, the treasurer of the road, was also dug out.

Mr. Schofield declared that he had 500 shovellers at work on each mile of the New-York division (seventy-five miles), the Springfield division (sixty-lwo miles), and the Shore line (fifty miles). He says he found it almost impossible to get Italians to work on Monday, although he offered \$5 a day. All the passengers had been trovided for, and there was no truth in the story that one passenger train near New-Haven had been without provisions for thirty-six hours. The company's first care had been to make passengers comfortable.

With 10 NEW-HAVEN STILL DOWN.

WIRES TO NEW-HAVEN STILL DOWN Telegraphic communication on the New-Haven and Hartford toad was as bad yesterday as ever. There was none whatever. The only means of There was none whatever. The only means of getting word from points between this city and Stamford was from the trains sent to and returning from that point. The same state of affairs was true as to points beyond. There was no communication with Boston, and the officials declared that they did not think anybody else had

chared that they did not think anybody else had any.

The West Shore Railroad officials did not succeed so well as they had expected in opening up their line and starting on schedule time. One cut at Orangeburg, twenty miles out, was not conquered on Wednesday, but 400 men were put at work upon it yesterday morning. They got the tracks clear early in the afternoon. The Buffalo night express, which left Buffalo at 10 p. m. Wednesday, reached the city at 2 p. m., about four hours late. The first train cut on the road went at 11 a. m., on schedule time. There was only one train of live stock on the road. That was from Buffalo and was laid up at Syracuse.

Traffic was resumed on the Eric Railroad, the time being open through to Buffalo. The last remaining snow-drift, between Geschen and Port Jervis, was cleared away at 1 p. m.

The officials of the Delaware, Lackawanna and Western road ran two trains through to Scranton, Penn., from Hoboken, and expected to resume regular traffic by this evening. They opened communication us far as Morristown yesterday afternoon and also booked passengers on the Morris and Essax and Boenton branches of their system. The Pulman car express, which should have left Washington on Monday morning, at 5 a. m., was detained there until 11 a. m. yesterday, and arrived at Hoboken at 4:10 in the afternoon.

TRAINS STARTING ON THE PENNSYLVANIA.

Passenger traffic to Philadelphia was resumed Pennsylvania's lines yesterday, trains being dispatched for that and intermediate points at 11 a. m., 11:10, 1 p. m., 3:20, 4:30, and 7 p. m. The first train to Long Branch since Sandry was dispatched from Jersey City at 5 o'clock last evening. Passengers were also carried to Paterson, via the New-York, Susquehanna and Western route, but no tickets were sold to any points on the Lehigh Valley road. The Chicago Limited express, which left Jersey City on Monday, at 9 a. m., and returned from Newark, owing to the storm, arriving at Jersey City at noon on Nednesday, started out again at 9:15 a. m. yeserday. The Florida vestibule train, which started from Jersey City yesterday at 9:30 a. m., should have left at the same time on Monday.

Regular schedule time was resumed on the Newark branch of the Jersey Central after 4 p. m., and through trains to Easton and Mauch Chunk were run, but all hope of reaching Philadelphia before to-day was abandoned at a late hour. Trains were run hourly as far as Somerville, and General Passenger Agent H. P. Baldwin expressed hopes of reaching Long Branch and Point Pleasant last night.

A number of people who live on Jersey City being dispatched for that and intermediate points

night.

A number of people who live on Jersey City Heights have united in a letter to The Tribune praising the North Hudson County Elevated Railroad as "the only road which has beaten the blizzard completely." The road connects the Heights with Hoboken, and during the whole storm ran its trains on regular schedule time. It is a cable road, and has no cross ties on which the snow could lodge.

LATE ARRIVALS LAST NIGHT. The first train through from Port Jervis on the Birst train through from Port Jervis on the Erie Railroad arrived at the Jersey terminus at 9 o'clock last night. A passenger stated that cattle trains were passed cast of Goshen, and the animals were all in good condition. The train consisted of only one coach and three locomotives. On the Pennsylvania road traffic was opened through to Chicago. The Florida limited express which left Jacksonville at 9 a. m. on Monday arrived at 9:35 in Jersey City last night. The first train from Long Branch since Sunday arrived at 9:35 in Jersey City last night. The first train from Long Branch since Sunday arrived at 9:36 in Jersey City last night. The first train from Long Branch since Sunday arrived at 9:36 in Jersey City last night. The Long Branch completely suspended, and stated condidently that their entire line would be open to-day. On the Jersey Central road a small supply of milk arrived from Somerville last night, and a milk train was expected during the night. The Long Branch train due here on Monday at noon came in at 10:20 p. m. The train which left Philadelphia on Monday at midday had not arrived up to a late hour, and it was supposed to be waiting near, or in, Trenton. The officials of the Delaware, Lackawanna and Western reported that they were using every effort to move coal and freight trains into the city.

At 9:20 yesterday morning a train left Long Island City for Sag Harbor and succeeded in getting through all right. On the north shore the Erie Railroad arrived at the Jersey terminus

bowels and perfect action of the faver. These organs were intended by nature to remove from the system all insurrities. If you are constituted, you offer a "standing is vitation" to a whole family of diseases and irregularities which will surely a "scoopted," and you will have guests nuwelcome and starmined. All these unkappy conditions may be averted by the timely ase of Dr. Pierce's Pleasant Purgative Pellets, rowerful for the effectual regulation of the bowels and Liver, intablighing a healthy action of the entire wonderful organ-em with which we are created.

division trains arrived and left nearly on schedule

time.

One hundred and forty-six cans of milk servived at 10:15 p. m. from Rve, over the New-York and New-Haven road. The New-York and Harlem Railroad brought in 663 caus of milk before midnight from Golden Bridge, Dover Plains, and other stations, and the regular milk train, with about 2,000 cans, was reported by telegram to be on the road. A milk train of two cars, with about 300 cans of milk, was also announced by telegram at midnight to be on the road, due at 1 a. m.

BUSINESS BRISK BEYOND THE BRIDGE. BROOKLYN SET FREE FROM 178 BONDAGE-A RE-PORTER FOUND CHCONSCIOUS.

Brooklyn was practically released yesterday from the embargo which the snow placed upon travel and business in the early days of the week. Nearly all the car lines were running as usual with ordinary arrangements. Business wagons were going hither and thither on the streets cleared of snow, but found much difficulty in getting through the cross streets where the snow is piled deep. Coal carts were especially busy. A large number of funerals went to the suburban cemeteries. Work was resumed on the elevated roads in process of erection and will be pushed vigorously to make up for the delay.

EXPRESSING THANKS TO HIS EMPLOYES. President Lewis of the City Railroad Company ssued the following expression of thanks to the

employes yesterday for their exertions: The company takes great pleasure in promptly The company takes great pleasure in promptly acknowledging with sineere appreciation the valuable services rendered by you all at a time when the whole people of this great city had been entirely interrupted in travelling facilities and all business paralyzed by a snow storm, greater in severity than any ever known during its history. I am proud of the spirit and energy manifested during the ways of travel proud of the spirit and energy manifested during the whole work of opening the ways of travel for which you are entitled to the greatest credit and praise, especially so, as the company's system of travel is the largest in either Brooklyn or New-York, being about eighty miles in length, and you were the first of all to have cars in operation, the whole work being accomplished in forty-eight hours. You have performed a duty to the company and to the public that no words can express.

James Riley, a "Star" reporter, age twentyfour, was found unconscious in a sleigh at the Ocean Parkway and Church-ave., Flatbush, early yesterday. He started on Wednesday for Coney Island, and got as far as Ravenhall's Hotel, below Parkville, and then turned back. He Coney Island, and get as far as Ravenhall's Hotel, below Parkville, and then turned back. He was discovered by Thomas McCabe at 6 a. m., who saw that he was nearly frozen to death. Summoning aid, the young man was carried to the house of Patrick Maher, but efforts to revive him were unsuccessful, and he was taken to the Kings County Hospital, in Clarkson-st., Flatbush lle was in a critical condition last evening, and unable to tell anything about his experiences.

When found Riley had on two suits of underclothes and two overcoats. His notebook gave his name and that of the paper he represented, and showed where he had been. It was evident that he had started for Brooklyn, after finding it impossible to reach Coney Island, and that he was unable to make his way through the dark-

it impossible to reach Coney Island, and that he was unable to make his way through the darkness over the drifts between Parkville and Prospect Park, and that he probably fell asleep in the cold and his horse stopped. Had he not been discovered when he was, it is hardly likely that he would have remained alive.

CLEARING OFF THE SURFACE ROADS. THE BLOCKADE PRACTICALLY AT AT END-NEARLY

ALL RUNNING AGAIN.

The blockade of the surface railroads is practically at an end. This condition of affairs is due as much to the rise in the temperature yesterday, as to the efforts put forth by the companies.

Cars of the Third and Fourth-ave lines reached the

cars of the Third and Fourth-ave lines reached the postoffice last evening. At 4 o'clock p. m. the tracks of the latter line were cleared from Eighty-sixth-st, and Madison-ave, to the postoffice, and three hours later the Third-ave, line was in full operation from the Harlem Bridge to the same point.

The Broadway and Seventh Avenue Company has been severally estillated. All their efforts have been

the Broadway and Seventh Avenue Company has been severely criticised. All their efforts have been directed toward opening up the main line, and natwith-standing the assistance rendered by the Street Cleaning Department, at 8 o'clock p. m. no cars were run below

roome-st.
The Eighth-ave. line was in operation from Fifty-The Eighth-ave. line was in operation from Fifty-ninth-st. to Thirteenth-st at 4 p. m., and to-day cars will be run to Broadway and Canal-st. Beit Line cars will not be run below Thirtieth-st. on the West Side, and Fifty-ninth-st. on the East Side

for a day or two.

Passengers were carried on the Sixth-ave. line from
Central Park to Broadway and Canal-st.

The One-hundred and twenty-fifth-st. division of the

The One-hundred and twenty-fith-st. division of the cable road was in working order after 2 p. m., and the whole line will probably be open to-morrow.

Last evening the Second-ave. line was open from One-hundred-and-sixteenth-st. to Worth-st and Broadway. The whole line, including the First-ave. branch, will be in operation to-morrow.

The crosstown lines are making good progress. The

to Tenth-ave. last night, and will get from river to river to-day. The "green line" cars got from Forty-second-st. ferry to Broadway and Twenty-third-st. Cars in Grand-st. went from the East River to the Bowery, and

will get to Desbrosses st. ferry by to-night.

The Houston-st and Pavonia Ferry line and the Cortland-st. lines were open from the East side torminus to Broadway.

The Avenue-B. line is being rapidly opened, but little

is being accomplished on the Avenue D. Line.

The Chambers st. line and the Christopher at. ferry line will not do much for several days.

Little work is being done on the Ninth-ave. line, and that in a slipshod manner.

GETTING THE STREETS IN SHAPE. COMMISSIONER COLEMAN AND HIS DEPARTMENT HARD AT WORK-MAYOR BEWITT'S PROCLAMA-

Street Cleaning Commissioner Coleman said yesterday that he was doing the utmost he could with the means at his disposal. He had advertised for 1,000 horses and carts, but he had not been able to procure that number. Good work had been done in Broadway from the Battery to Thirty-fourth-st. in clearing a roadway. The streets leading to the forries had been opened in the same manner, as well as Canal-st., Grand-st., the Bowery, Fourteenth-st., T venty-third-st. and Pifth-ave, for most of its length to the Park. Work had also been done in other directions, but there were the main thoroughfares on which the working force had been concentrated. The street car companies had rendered great aid, and to a lesser degree individuals and corporations had helped in breaking the blockade. that he was doing the utmost he could with the means at and corporations had helped in breaking the blockade. Thousands of loads of snow had been carted away, but more attention had been paid to clearing the roadways

than removing the snow.

Mayor Hewitt has issued the following proclamation: To the Citizens of New-York :- In view of the thaw which has already commenced, it is proper that I should call your attention to the ordinance which requires every householder to open the gutters in front of his premises immediately after the conclusion of a snow storm. Unless this duty is performed promptly, there is great danger of a which will be destructive to property and injurious to the public health.

injurious to the public health.

At the same time, I take occasion to invite citizens who control trucks and horses to assist the public authorities by removing snow from the streets which they occupy either for residence or business. The Dock Department esther for resinence or business. The local popularies has given permission, during the present emergency, to all persons to dump loads of snow or ice into the rivers on either side of the city. It was estimated that about 30,000 trucks at one time during the last year were stored in the streets. They still exist somewhere in this city. If the owners will devete them for one day to the work of

the owners will devote them for one day to the work of clearing the streets, the boycott on business caused by the late storm will be relieved.

It is also suggested that persons who control steam boilers might facilitate the work of removing the snow by connecting them with the street piles and thus melt them away so soon as the gutters have been opened. This suggestion is worthy of general adoption.

CENTRAL PARK STILL IMPASSABLE. THE DOWN-TOWN SQUARES NEARLY ALL CLEARED.

THE PARK DEPARTMENT'S PORCES. The Park Department was unable to get more than ter laborers at work on Tuesday. On Wednesday the force had increased to 100 and men were gathered from all the upper parks and set at work cutting theroughfares through City Hall Park. Yesterday the force of laborers was divided by Superintendent Parsons and distributed around in Battery Park and Union and Madison Squares. This work kept busy all the men who could be secured. "I they get through with the work in those parks to-day," Secretary Burns said, "gangs of laborers will be put a secretary Burns said. Raikins Square, Bryant Park, and work to morrow in Tompkins Square, Bryant Park, and the amalier down-town parks."

the smaller down-town parks."

On the West Side, the drifts in some places covered the high iron pailings of the barks in Audubon and Jackson Squarea. Central Park is yet impassable. A few adventurous laborers have cut short footpaths through some sections, but the transverse roads are choked up, and the East and West Drives are filled with heavy drifts. Yesterday sleighing was confined to Fifth-ave. A few sleighs ventured into the East Drive at the Fifth-ave. enrance to the Park, but they had only gone a few yards when the roads were found blocked by heavy drifts. As oon as the lower parks have been made passable, the only the members of the snow shoe clubs will be able to get across the drifts.

TWO MEN KILLED AT AMAWALK. TWO MEN KILLED AT AMAWALK.

A fatal accident occurred on the New-York City and
Northern Railroad at about 3 p. m. yesterday. A "piunger"
consisting of two engines and a snow-plough, was engaged
in cleaning the tracks of snow and when Amawaik was
reached a more than ordinary heavy drift was encountered.

The "piunger" went at the drift at the rate of about

that the first engine was thrown from the track upon its side. An inspector, who was in the cab, and the engineer were instantly killed. A relief train of four cars left High Bridge for the scene of the accident at 5 p. m.

THE GALE ON THE COAST. HAVOC AT THE DELAWARE BREAKWATER. A FLEET SEEKING SHELTER IS WRECKED WITH

GREAT LOSS OF LIFE-PERILOUS RESCUES.

[BY TELEGRAPH TO THE TRIBUNE.] PHILADELPHIA, March 15 .- Advices from the Delaware Breakwater are to the effect that wrecks are seen on every hand. The "Stone Pile," otherwise the Breakwater, has been partially carried away, as was also the great Iron Pier. Captain Handy Holt, of the ocean tug George S. Simpson, which foundered there, said to-day:

" The report that my wife, crew and myself were

which foundered there, said to-day:

"The report that my wife, crew and myself were drowned is a mistake. We all jumped on board the Protector, Captain William Milford, as our boat was dritting toward the 'stone pile' and to bring up there was certain death. As I left the Simpson she went down."

The captain estimates the loss of life at thirty-three and thinks the number may exceed this. Up to this afternoon ten bodies were washed ashore. The cyster pungy Crawiord vias forced througa the iron pier and caused the whole structure to toppie and fall into the bay, and the heavy girders and planks falling upon the schooner sank her. The engineer and fireman lost their lives. The captain gives the following list of vessels lost near the Breakwater: Schooners Elbert L. Dow, Saul and Thompson, George W. Anderson, Providence; A. P. Crammer and William G. Bartlett (all her crew saved except the steward who perished in the rigging); turs Lizzie Crawford, George Sumpson and Index, schooner Lizzie V. Hall, wrecking steamer Tamesi, schooner Lizzie V. Hall, wrecking steamer Tamesi, schooner Isabel Alberton, schooner E. H. Beiden (steward and one man lost), Norwegian bark Zephyr, schooner William G. Benton, schooner Hester Cam. Smith, schooner Charles Henry Curk and the New-York pilot boat No. 6, bowsprit gore and crew taken off by a tugboat.

A two-masted schooner came up with al hands on the mannanst. When she had almost reached the pier the wind increased and started the mannant from its braces. Soon the mast iell, and the men, with two exceptions, lashed themselves to the foremast. Two of the men, unable to extricate themselves in time from the wreckage, were washed overboard and drowned. Others were rescued by the Lite-Saving crew. Of those in the rigging, one was frozen to death and four were so seriously frost-bitten that they had to be removed to the hospital.

An unknown tugboat, with a barge in tew, sank with all bands off the lien and Conceans Shoala.

The total loss to shipping is estimated at between \$400,000 and

PHILADELPHIA ALL RIGHT AGAIN. COMMUNICATION WITH THE OUTSIDE WORLD RE STORED-THE DAMAGE.

PHILADELPHIA, March 15 (Special.)-Up to 10 o'clock this morning the clocks at the Broad Street Station were covered, and the buildin-boards still contained the droaded announcement: "No trains for New-York." At moon, however, the first train was started, and after the gates were open three minutes standing room was at a premium. The train was not a large one. Dur-ing the afternoon other trains were sent out, and at night trains were moving without serious interruption. the post-office was sent out. The Reading Burs, with the exception of the Bound Brook division, were all the exception of the Bound Brook division, were all running in good shape. Travel from the South and West is moving in its usual manner. The calming down of the high wind has permitted the water in the river to regain its usual depth, and all danger of a water famine both in this city and Camdon has been removed. Operations were resumed to-day in the large factories that were compelled to shut down owing to the scarcity of water. Consumers of milk were supplied as usual to-day, the siringency being relieved by an immense amount of the fluid which was brought into the city depois in a short space of time after the opening of the blockade. The stoppage of city traffic has been removed, and under the influence of the warm sun's rays the streets are fast losing all traces of the storm. This afternoon a general thaw prevails. The direct damage in the city by the storm is roughly estimated at \$60,000.

CONDITION OF NEW-ENGLAND ROADS. HE STORM IN THE INTERIOR LESS SEVERE THAN

ON THE COAST-A MASS OF DELAYED MAIL. Bostos, March 15.-Telegraph and mail advices in dicate that the storm set in In Northwestern New england on Sunday afternoon, and was slightly less sovere there than near the coast. Burlington, Vt., and Hanover, N. H., had nearly two feet of snow. Railroad travel was stopped on Monday, but partially resumed Tuesday. The up train hence for Montreal Monday night was stalled at Concord several hours. Monday's Montreal train on the Lowell road, for Boston, was snowed in at West Rumney, N. H., until after Tuesday's train came down and passed it. trains were blockaded but usually at small stations where food could be had. Concord, N. H. was isolated where food could be had. Concord, N. H. was isolated two days. Springfield, Mass., was filled with snow-bound passengers Tuesday. No trains were run out of and the Staten Island wires are still closed." engineer on the Fitchburg road was killed by a collision of snow-ploughs. Monday forenoon trains ran between Worcester and Boston and then stopped. Five passenger trains from Boston were stalled near Worcester that afternoon and night. The Norwich road from Worcester was opened on Tuesday, but not the Providence line.

Augusta, Me., did not suffer as badiy as Massachusetts towns; but Biddeford and coast towns had Maine was suspended, but passenger travel thence to noston was maintained, though with several hours'

Down on Cape 3od the storm was unparalleled for years. Many of the cottages at Nantasket Beach were ruined or damaged.

On the various branches of the New-Haven road twenty-five trains were stalled Tuesday, but all in comfortable places. Between Providence and New-London there were felays Monday and Tuesday, but the road was opened sooner than some others. The Wickford boat for Newport waited at Wickford nearly twenty-four hours, from Monday noon until Tuesday, and then brought Providence mails, but none from New-York. The Old Colony road had less trouble than some others, but 600 passengers were snowed in at Pratt's Junction. Wires were down, and no freight trains were started.

Defits between 300 and 1,000 feet long, and six or eight feet deep were reported east of Worcester, and others almost as bad between Springfield and Palmer, on the Albany road.

Enormous accumulations of mail occurred at the Boston Post Office Monday and Tuesday, although the receipts from outlying districts were diminished.

RELEASING BLOCKADED TRAINS.

SNOW CLEARED AWAY FROM NEARLY ALL THE ROADS-MOUNTAIN LINES STILL IN THE DRIFTS, KINGSTON, N. Y., March 15 (Special).-Substantial rogress is being made in clearing the railroad tracks ere. The Walikili Valley began running trains today, being the first to resume operations. The Ulster and Delaware people are less fortunate in raising the blockade on their crooked and mountainous road Their stalled trains are still in the snow. To-day between Brown's Station and Olive Branch, two of the relief engines were forced from the track in One is badly damaged, and this mishap will

cut. One is badly damaged, and this mishap will cause further delay.

Port Jervis, N. Y., March 15.—The Eric road is now open its entire length. The Jefferson branch from Carbondale to Susquehanna is badly snowed in. One train near Uniondale is so deeply buried that traveliers might walk over it and not know it.

Troy, N. Y., March 15.—The railroads from this city ran to-day as usual, except the New-York Central and Hudson River. The Fitchburg road is open to Boston and trains moved on schedule time. The Delaware and Hudson road was open to Rouse's Point. The Troy and Schenectady branch of the New-York Central and Hudson River road was not opened until late this afternoon. River road was not opened until late this afternoon. River road was not opened until late this afternoon. River road was not opened until shown in the town of Lorraine yesterday.

Canajoharie, N. Y., March 15.—The first New-York train since Monday arrived here this forenoon. The Central trains have begun to move regularly. In many places along the railroads there are tunnels of snow, through which the cars pass.

Albany, N. Y., March 15.—The Hudson River road the newspaper train from New-York came in fifty-two minutes late. The Central road from Albany to Buffalo is clear.

Buffalo, N. Y., March 15.—The first train to arrive from New-York since Monday came in at noon today, two and a half hours late on its running time.

SNOWED IN AT FARMINGDALE. DESPERATE EFFORTS TO ESCAPE THROUGH THE

DRIFTS TO LAKEWOOD. FARMINGDALE, March 15 .- The snow blockade was aised at 7:03 this morning, when the first east-bound train to reach the Pennsylvania main line at Mon mouth Junction since Saturday left here. letained passengers availed themselves of this opportunity to get away from the village. At 8:33 twentyfive more passengers left here by the same route for New-York, the New-Jersey Southern being hopelessly closed until to-morrow. Nineteen of the Laurel House guests had reached Lakewood on foot since Monday, and those remaining here determined to reach there to-day if possible. The outlook is not encouraging. Forty men, aided by two engines, were able to clear only four hundred yards of track between Farmingdale and Lakewood yesterday. The distance is eight miles and there are several ten-foot drifts to cut through. All told, sixty passengers, most of whom are New York business men, and who are guests of the Laurel House, at Lakewood, had been snowbound here sine s o'clock Monday morning Communication by either wire or train with New-York or Philadelphia was cut off. The passengers spent all of Monday, until 5 p. m., in the two parlor cars of the train, when ten of

them went to the American Hotel, four hundred yards distant. The others remained in the coaches and were supplied with provisions from the village by train-men and others. At 5 p. m. on Monday, P. E. Lockwood started for Lakewood, in the driving storm. There were houses along the railroad, at one of which, after going two miles, he stopped until Tuesday morning, when he proceeded to Lakewood, reaching there at 10:30 a. m., greatly exhausted. That day Mr. C. H. Kimball, D. A. Lindley, C. E. Burke and three others duplicated Mr. Lockwood's trip. All of the party, except Mr. Burke, although greatly fatigued, bore the journey well, but the latter had to be assisted over the last half-mile of the trip. Yesterday morning, at 8 o'clock, another party started for Lakewood on foot. Among the New-Yorkers on the train were James H. Ollphant, of Lathrop, Smith & Ollphant, No. 37 Hroad-st., Isaac N. Seligman, J. H. Woodin, George E. Allen, D. W. McWillams, James T. Swift, A. G. Noonan, C. W. Cass, A. T. Talbot, J. H. Harris, W. Bliss, J. L. Reilly, E. A. Dix and W. A. Dillingham.

EFFECT OF THE STORM AT SEA. THREE MORE PILOT BOATS HEARD FROM

ROW ESCAPES.

Three of the thirteen New-York and New-Jersey pilot boats reported "unaccounted for" turned up yesterday.

These were the Caldwell H. Colt, Charles H. Marshall, and These were the Caldwell H. Colt, Charles H. Marshall, and the Charlotte Webb. One of the pilot boats missing is the W. H. Starbuck, and the pilots do not believe that she will be heard from again. About 11 p. m., at the height of the storm, on Monday, the Starbuck ran into the steamer Japanese, bow on, just abaft the fore-rigging. Her head spars and rigging were made a total wreck, and it is believed by some that her bow must have been torn away, as she disappeared almost at once. Just as the two vessels struck, Pilots Stauffreiden and Ryerson and three of the crow jumped on the steamer, leaving Pilot Heath, Boatkeeper Douglass, and three others of the crow on board. The steamer and pilot boat were then about twenty-five miles southeast of Barnegat. Captain Spedding, of the Japanese, does not agree with others that the Starbuck

Japanese, does not agree with others that the Starbuck went down, but thinks that she will turn up in good time. went down, but thinks that she will turn up in good time. She was a handsome schooner and one of the ablest boats in the New-York fleet. The pilot boat David Carli had a serious experience in the bad weather. She had her port bulwarks smashed in by a heavy sea. Seaman Peterson was washed everboard and drowned.

Pilot Fairgrieves, one of those on board of the Caldwell

Pilot Fairgrieves, one of those on board of the Caldweil
H. Colt, said that his experience at sea was never before
equalled in his sea-faring life of forty years. He added:
"The boat left here on Saturday, going down the bay in
company with Chestor W. Chapin's yacht Iroquois, starting
on a crulse to the West Indies. We then parted company on a cruise to the view of the sales. Besides myself on board we had Pilots Waldie, Sayles and Adler, and a newspaper reporter, who was going out on a cruise with us for experience. About 2 a. m. on Sunday, about twenty-five miles east-north-east of Barnegat, we sighted the yacht Enchantress, This is one of the yachts unaccounted for.)
On Monday morning before daylight we caught the gale
from the north-northeast,, and it strengthened to about
eighty miles an hour as it backed around against the sun. eighty miles an hour as it backet around against the sun. It snowed and blew a tempesticous hurricane, the decks and rigging becoming feed-up by the spray. We hove-to during the early part of the storm under close-receid main topsall and had about eighteen or twenty feet of our main boom carried away. We were then about eighty miles southeast of Sandy Hook. As the wind was off shore there was not a high sea, but after forty years experience at sea, and in all oceans, I never saw anything like the weather before and I don't want to again. It was terrible. You could not see your hand before your face with the blinding snow and the vapor rising from the sea. A lookout was useless, and we might as well have all gone below and turned in. It continued until Wednesday morning, when turned in. It continued until Wednesday morning, when we shook out the sail and made for New-York. We rede

GETTING THE WIRES UP AGAIN. COMMUNICATION ALMOST RESTORED-TELEPHONE

TROUBLES. Telegraph facilities are slowly getting into slope again. General Superintendent Humstone, of the Western Union, said yesterlay: "We can now reach on the Jersey Central Railroad all points from Jersey City to Somerville Plemington; on the Pennsylvania, to Elizabeth; on the New-York Central and West Shere, all stations to and including Buffalo; on the Delaware, Lackawanna and Westincluding Buffalo; on the Delaware, Lackawana and corn, we are all right to Rossville, Montelair, Orange, Madison, Morristown and Scranton; on the Eric our Jersey communications are restored to all way-stations and on the main road through to Buffalo.

"The Hariem road is in good condition to all stations as

far as Chatham, and the New Haven road to South Norwalk. We have two wires working to Beston by the way of Albany. Chicago is relaying our Philadelphia business. of Albany. Chicago is relaying our Philadelphia dustiness. Our Pittsburg wires are all right and taking all Western Pennsylvania and Ohio messages. Our Chicago, Cincinnati and Buffale communications are complete and taking the Western and Southwestern business. To Philadelphia and beyond the wires are down; all business in that direction is sent to Chicago and Cincinnati. We are work-ing our cable wires by way of Albany and North Sidney, G. B. Reports from Bridgeport, New-Haven and points beyond South Norwalk on the New-York, New-Haven and Hartford Railroad show a condition similar to that of

and by to-morrow morning we will have all the branches on the north and south sides in generally good order. Gangs working on the New-Jersey lines got through to New-Brunswick to-day and expect to reach Trenton to-

pany to Cortlandt.st. Of 800 private wires, 250 were reported in "trouble." The break in West Eleventh.st., where seventeen poles fell on Monday night, it is expected. will be repaired to-day. General Superintendent Hempstead said yesterday that he thought that nine-tenths of the company's telephones reported as needing attention would be all right again by Saturday night. "During all the storm," he said, " we had eighteen wires working to Phila-delphia and have handled the bulk of the business to that point since Monday. Our long distance line to Boston was in working order again last night."

PRESIDENT BAYLES ON HAND AT LAST. HE ALLOWS THE DEATH REPORTS TO BE GIVEN

OUT-BURIALS STILL IMPOSSIBLE. President Bayles, of the Health Board, was able to the board at Sanitary Headquarters yesterday. He said he had remained quietly in the house during the blizzard and had not made any effort to reach the city until the trains were running. The Health Board had no official filed at the Bureau of Vital Statistics on Monday and only sixty-three on Tuesday. The returns did not show the actual number of deaths in the city during those days, because the undertakers could not conduct funerals until Wednesday, when 184 certificates were placed on file. Most of the undertakers who went to the bureau yesterday said they were engaged to place bodies in temporary vaults, as burials in the cemeteries were not possible

MALIS PILING IN ON THE POSTOFFICE. The scene at the posteriles yesterday was a striking contrast to that of two days ago. The clerks, instead of being idle, had to make extraordinary efforts to keep up with the work of distributing the letters and news papers received. A large mail came in early in the day over the Periss? vania road from Pittsburg, and from cupied with the letters, packages and newspapers and Bridgeport also arrived by steamer. The mails from places near New-York were as frequent as before torm. The clerks and carriers did their work.

Three carloads of mail matter which had been detained near Syracuse were heard from in the after-noon as likely to be received before midnight. Out going mails were dispatched regularly except on the in as good shape within two days as before the storm-

DEATH OF GILMAN COLLAMORE.

Gilman Collamore, the importer of china ware, died of umonia at his home in the " Grenada," at No. 160 West Pitty-finth-st. in the fifty-fourth year of his age. He was the youngest of a family of sixteen children and was born in West Scituate, Mass. He came to New-York about 1854 to go in business with his brother, Davis Collare. In 1801 the partnership was dissolved and the last e years he has carried on business at No. 19 Union mare. He is one of five brothers who have been in the china ware business; three in this city and two in Boston. leaves a wife and two children, a boy and a girl. funeral will be held at his home on Monday, the burial will

DID THE DRUGGIST INJURE THE SMALL BOYS Clarence P. Buison, a druggist, doing business at No. 470 Third-ave., was charged before Justice Murray in the Yorkville Police Court yesterday with committing an assault on Jeremiah Donehue, of No. 242 East Thirtieth-st., on February 20. It is said that Bulson attacked the boy in front of the drug store, choked him and threw him vio-lently to the pavement, injuring his knee-cap and hip so severely that he is still confined to his bed, and is probably permanently crippied. Mr. Bulson says that Donahue and a number of other beys were annoying him in various ways and that he chased them in the hope of capturing them and giving them over to the police. He caught Donahue and both fell, the boy underneath, thus receiving his injuries, which were purely accidental. The accused gave \$1,000 ball for examination. permanently crippled. Mr. Bulson says that Donahue and

A SITE CHOSEN FOR MR. BEECHER'S STATUE. The Beecher Monument Committee met last evening in Brooklyn and decided to adopt the site for the statue select-Brooklyn and decided to adopt the site for the status selected by the scuiptor J. Q. A. Ward in the Plara of Prospect Park, near the main entrance and appointed a committee to confer with the Park Commissioners in regard to the matter. The fund thus far raised for the work is about 332,000. IN DEFENCE OF THE TARIFF.

SENATOR TELLER ON THE MESSAGE. DECIDED STAND FOR PROTECTIVE PRINCIPLES BY

A WESTERN SENATOR.
WASHINGTON, March 15.—Mr. Teller to-day pro ceeded to address the Senate on the subject of the President's message. He said that he had noticed that Senators who had spoken on the President's side of the subject had shown a disposition to avoid the real issues presented by the President and had attempted to make it appear that the message was not of the character which everybody outside of official circles at home and abroad had declared it to be. It would not do for the friends of the Administration to assert that this was an attempt on the part of the President and his friends to modify, revise or correct the tariff. No such intent on the part of the President could be gathered from his message. It had been received everywhere, at home and abroad, as an attack, not on a defective tariff, not to remedy inconsistencies, but to destroy the protective system as vicious, inequitable and illogical. His former Secretary of the Treasury illogical. His former Secretary of the Treasury had spoken of it as a brutai method. The defenders of the message in the Senate and elsewhere had spoken in terms of opprobrium, contempt, detestation, not of the tariff or it inconsistencies or incongruities, but of the protective system. It was, therefore, understood outside of the Senate chamber to be an attack on a system which protected American labor and American manufacturers against competition with foreign labor and torgin capital.

system which protected American labor and American manufacturers against competition with foreign capital.

It had been stated the other day, said the speaker, by the Senator from Georgia Mr. Colquitt) that the Democratic party had always been a free-trade party. He denied that George Washington had been a pronounced protective tariff man, but he knew that his Democratic friends did not care much for that, because they did not regard George Washington as having had correct views of the fundamental principles of the Government. Franklin, Hamilton, Jefferson, Madison and Monroe had all been protective tariff men—m fact, there never had been a Democratic President until Grover Cleveland who had not at some stage of his political history been an open advo-ate of a protective tariff. In the National Democratic platform of 1872, when the Democratic numined the most active and progressive protective tariff man on the continent Greeley, it was stated that the protective tariff was a question to be left to Congressional districts, without any interference whatever from the Executive. In 1876, when the Democratis nominated the favor of a "tariff for revenue only," which was synonymous with free trade. In 1880 it was impossible for any one to say what the Democratic platform intended to say on the subject. In 1884 nobody supposed the the Executive elected on that platform intended to announce the doctrine of free trade. Nobody could say that it attacked the doctrine or protection, and nobody could have supposed that the Executive elected on that platform would ever have delivered the message which Mr. Cleveland sent to Congress last December.

CROWDING THROUGH THE TARIFF BILL ARBITRARY METHODS USED TO PUSH FORWARD THE "DARK LANTERN" PRODUCT.

WASHINGTON, March 15 (Special) .- The Committee on Ways and Means did not consider the Tariff bili to-day, because the Treasury estimate of the effect of the bill on revenues was not ready. Burrows called attention to the protest of the Pacitic coast people against the Mills bill, and the application of Representative Morrow to be heard in

plication of Representative Morrow to be heard in their behalf. Hearing was denied by a party vote, and the protest was not even read for the information of the committee. The same fate befell a petition for a hearing of workingmen in glass factories, presented by Mr. McKinley in their behalf.

The consideration of the Internal Revenue sections was begun, and the first two, repealing taxes on leaf, smoking and chewing tobacco and souff, and reducing special taxes, were adopted without change. A proposition by "Brevet Premier" Breckinging to have the "Dark Lantern" bill considered as a whole, accompanied by a remark to the effect that the bill ought to be reported to the House within a week, called out a vigorous protest from the minority, which contested that the bill must be considered in the usual orderly manner, item by item.

the bill must be considered as a super, item by item.

Mr. Reed made some sarcastic observations on this subject, saying that he hoped he violated no confidence in stating that he had been informed that the majority had granted hearings and actually information on which the old is that the majority had granted hearings and acquired variable infermation on which the oill is based. The minerity had not been invited to partake of that information at first hands, but he hoped it would not be devied at second hand. It seems apparent that the majority has determined to force the bill through under gaig rule. Speaker Carlisle has consulted with the chairmen of the leading committees, except Mr. Randail, about measures that are pending, and has informed them that the work must be pushed to clear the track for the Tariff bill. Appropriation bills are to be hurried into the House by standing committees having them in charge, except those in the custody of Mr. Kandail's committee, and it is understood that such bills and the tariff, together with privileged matters, are to monopolize the attention of the House during the remainder of the session. No more special orders are to be granted, and the conmatters, are to monopolize the attention of the House during the remainder of the session. No more special orders are to be granted, and the consideration of measures by unanimous consent, especially such as will be likely to-provoke debate, is to be restricted to the narrowest practicable limits. The administration has promised to lead all its influence to force the "Dark Lantern" bull through the House. Carlisle and Mills and his "pals" appear confident that Democratic opposition to free wool and the other most obnoxious features of the bill will melt away under the sunshine of promises or disappear before the "frowning Providence" at the other end of Pennsylvania-ave. They declare that Merriman, Cockran, Biss, "Our lim," and every other New-York Democrat, will vote for the bill.

At last the Louisiana men have received an intimation that the majority will reduce the cut on sugar to 15 per cent.

THEY HAD NO RIGHT IN MEXICO. WHAT MINISTER ROMERO SAYS OF THE ARREST OF

THE ARIZONA POSSE. WASHINGTON, March 15.-Senor Romero, Mexican Minister, was asked Monday if he had any advices with regard to the arrest at Janes, any advices with regard to the arrest at Janes, Chihuahua, of an Arizona posse, pursuing into Mexico train robbers. He replied that the only information he had on that subject was what appeared in the newspapers, and that, even supposing it to be correct, which is seldom the case in reports originating on the frontier, "It would appear that the Arizona posse attempted to exercise on Mexican soil rights of severeignty which are exclusively vested in the Mexican authorities, and that therefore they made themselves liable to trial by the Mexican courts, since, as Mr. Springer very properly said, if correctly reported, 'they are guilty of violating the law of the Republic of Mexico and of the State of Chihuahua.'

hushua.'
"It is true that the United States and Mexico entered into an agreement in 1883 to allow their respective regular troops to cross into each other's territory in hot pursuit of wild Indians, the er's territory in hot pursuit of wild Indians, the common enemy of both countries; but that agreement could not cover in any case the pursuit of criminals, either by military or civil officers, and, besides, it ended by limitation over a year ago, and has not since been renewed, so that in the present condition of things not even the regular troops of the United States could cross into Mexico, even in hot pursuit of hostile Indians."

ROUTINE WORK IN CONGRESS. PENSION INVESTIGATION ORDERED-PRIVILEGE INTHE HOUSE.

WASHINGTON, March 15 .- The Senate to-day on mo tion of Mr. Plumb ordered an investigation by the Pension Committee as to the justification for the claim made in circulars sent out by various pension agents that they can promote and secure pension Mr. Frye introduced a resolution calling on

President for a journal of the proceedings of the A bill was reported and placed on the calendar

for the information and admission into the Union of the States of Washington and North Dakota, with Mr. Dolph offered a resolution which was laid over

Mr. Dolph offered a resolution which was laid over calling on the Secretary of the Treasury for information as to the prohibition of the für seal fisheries in the waters of Alaska or Behring Sea beyond a marine league from shore.

The resolution of the House on the subject of the death of Representative Moffatt, of Michigan, was presented to the Senate. Mr. Palmer offered resolutions expressive of the deep sensibility felt by the Senate at the announcement of the death of Mr. Moffatt and tendering the family and relatives of the decased man assurances of its sympathy. Eulogies on the life and character of Mr. Moffatt were delivered by Senators Palmer, Paddock and Stockbridge, and then the resolutions were unanimously adopted and the Senate adjourned.

HOUSE OF REPRESENTATIVES.

HOUSE OF REPRESENTATIVES. Mr. WHITE, of New-York, offered a resolution re-questing the Postmaster-General to inform the House questing the Postmaster-General to Informs the House what Instructions, if any, by circular letter or otherwise, have been given to subordinates in regard to mail matter received from Canada, which are intended to prohibit American citizens from using the United to prohibit American citizens from using the United States mail on the same terms with citizens of the Dominion of Canada living in the same vicinace and competing in the same branches of business. Also whether any statute law prevents the mailing in Canada of seeds, plants and bulbs grown by American in Canada of seeds, plants and bulbs grown by American citizens on American soil, and, if there is no provision of law prohibiting it, whether he has assumed to impose a penalty at the rate of \$520 a ton on seeds, plants and bulbs lawfully mailed by American citizens in an attempt to cimpete with Canadian seedsmon who pay postage at the rate of \$240 a ton.

The House then went into Committee of the Whols for the consideration of the Senate amendments to the Urgency Deficiency bill.

An amendment proposing to strike out the appropriation of \$100,000 for the purpose of mailing a hundred feet longer the dry dock now under contract to be built at the Brioklyn Navy Yard was non-centured in.

MANY RILLS IN THE STATE SENATE.

MR. VEDDER'S LIQUOR TAX MEASURE A SPECIAL ORDER FOR MONDAY-THE NORMAL COLLEGE.
ALBANY, March 15.-There was just a quorum of Senators present when the session was opened, and as this was the last day on which bills could be admitted and stand a possible chance of ever reaching the Governor, a flood of them was introduced. Seaator O'Conner, of Brooklyn, sent up a petition warded to him by the Memorial Committee of the Brooklyn Grand Army of the Republic organizations, asking that General McLeer be confirmed as a member

of the Quarantine Commission. The New-York Board of Aldermen think that the Corporation Counsel is too much a servant of the Mayor and a resolution presented to the Board by Alderman William H. Walker, making the position of Corporation Counsel an elective one, which resolu-tion passed the Board, was presented by Mr. Cantor. The resolution requests the Legislature to enact a law

making the term of office four years.

Senator Vedder's Whiskey Tax bill was made a

special order for next Monday night.

A bill introduced by Mr. Cantor, at the request of President Simmous, of the New-York Board of Educa-tion, makes the Normal College in that city a separate institution, having all the powers and privileges of a coilege, under the Revised Statutes of this State. The members of the New-York City Board of Education, with the president of the college, shall comprise an ex-officio Board of Trustees, and shall possess the powers conferred upon and be subjected to the duties required of trustees of colleges by the Itevised Statutes. The Board of Regens of the State shall pay annual visits to the college and have the same powers that its members possess in regard to other colleges. The proportion of public money which the college is yearly entitled to is to be especially for a library.

The proportion of public meney which the coineges. The proportion of public meney which the coineges is yearly entitled to is to be especially for a library. The yearly expenses of the coilege, to a sum not exceeding \$125.000, shall be paid by the city, and gratuitions education will be given to girls who have passed through the common schools.

Another of Mr. Cantor's bills makes Dwight H. Olmsteach, Elizur E. Hinsdale and Legister shevin a commission to index titles by blocks in place of by individuals, slving them the power to rent poms and employ expert and clerical help and to purchase for the city title held by individuals. They are not to get more than \$10,000 a year each.

To meet such exigencles as this snowstorm, Mayor Chapin, of Brooklyn, sent to the Senate by Mr. O'Connor a bill allowing the Street Cleaning Department to extend the street cleaning contract to streets not now cleaned by the city. The commissioner may make conracts with any contracter for this work, but the rate must not be greater than is now paid.

Mr. Vedder introduced a bill providing for locat option for incorporated villages, making it unlawful for license commissioners to give licenses to bars, saloons, hotels, taverns or stores to sell spirithous ilquors within the corporate limits of an incorporated village until a majority of the voters have voted in favor of theerse.

"To purify the ballot," was the title of a bill roauthorize the Secretary of State to provide each election district in the State with four hallot boxes of the "Standard Cancelling Ballot Box Company's" make at cost of not more than \$25 each. This box registers and cancels the ballots as they are deposited.

To-night Assemblyman Guenther, of Buffalo, introduced a bill which palpably is intended to legalize all the steps of the New-York Cable Railway Company to get possession of seventy miles of the streets of New York. Another country member, Mr. Savery, of Caying Country, introduced a bill antiorizing the elevated bils bill for a race course for boxes in Cent

Assemblyman Connelly states that he introduced his bill for a race course for horses in Central Park "by request" and that he is opposed to the speeding of horses in the park and to the bill in its present shape. He would simply provide for widening some (For Other Albany News See Third Page.)

MURDER IN A TENEMENT-HOUSE.

A DRUNKEN GERMAN CARPENTER BRATS A WOMAN'S

BRAINS OUT WITH A HATCHET. A shocking murder was committed yesterday in the tenement-house No. 47 Stanton-st. For a few months Ferdinand Carolin, a drunken German carpet-ter out of work, has been living in a rear room on the first floor of the house with an Irishwoman, who passed as his wife, although they were not married. She was said to be a widow, whose married name was Bridget O'Rellly, but other occupants of the house knew scarcely anything of her history. Carolin had not done any work since Christmas and lately the couple had pawned nearly all their furniture and

left yesterday afternoon, when Carolin carried their last pitcher of beer into the room. Mrs. Zeckersdorf was hanging out clothes to dry on the back stoop at 3 p. m., when she heard a scream and looked in through the window. She saw Carolin bending over his wretched companion and beating out her brains with a hatchet as she lay on the floor. Mrs. Zeckersdorf ran into the basement and shut herself up there with the housekeeper, Mrs. Klauer, while they screamed for the police. Two men living in the house went to help the women hold the base-ment. Carolin went down to the basement and

clothing to buy food and beer. They had two cents

ment. Carolin went down to the basement and knocked, but was not admitted. Then he went back to his room. Policeman Connor was let in through the basement window and arrested Carolin. The nurdered woman's body lay on the floor. Her shall had been crushed in by the blows with the hatchet, and her face was badly hacked.

Carolin permitted the policeman to handcuff him, expressing no surprise and showing no emotion.

"Why did you do that!" Connor inquired.

"I could not help it. She asked me to do it," was the reply of the murderer.

When he was locked up in the Eldridge Street Police Station, Carolin said he was not married to the d adwoman and he professed not to know her name, all though he said they had been living together for more than a year. He insisted that she had asked him to kill her, and he appeared to be trying to feign insanity.

sanity.

A letter from his old mother in Germany, telling him of the death of his only brother, Otto, and asking what she would do when she had only him to look to for support, was found in Carolin's poelet. When he was locked up in a cell he asked the doorman to build a scaffold so that he could hang himself. The murdered woman's body was sent to the Morgue.

SINKING A GAS WELL AT CANANDAIGUA CANANDAIGUA, N. Y., March 15 (Special).-Twe weeks ago men began drilling here in the hope of discovering natural gas. To-day an eight-inch pipe was sunk in the well and when a lighted taper was held over its mouth, the gas ignifed and flamed up several feet. As the gas forces its way through 180 feet of water it is certain that there must be a high pressure

Keep the Blood Pure

suffering, and undermine the health. " Early last spring I was very much run down, had nervous headache, felt miserable and all that. I took Hood's Sarsaparills and was much benefited by it. I recommend it to my friends." MRS. J. M. TAYLOR.

recommend it to my friends." A Hood's Sarsaparilla

" For a first-class spring medicine my wife and I both think very highly of Hoed's Sarsaparilla. We both took it last spring. It did us a great deal of good and we felt better through the hot weather than ever before. It cured my wife of sick headache, from which she has suffered a great deal, and relieved me of a dizzy, tired feeling. I think every one ought to take something to purify the blood before the hot weather comes on, and we shall cer-tainly take Hood's Sarsaparilla this spring." J. H. PEARCE, Supt. Granite Railway Co., Concord, N. H.

Hood's Sarsaporfila. By its use the blood is purified, en-riched and vitalized, that tired feeling is entirely overcome and the whole body given strength and vigor.

Those who have never tried Hood's Sarsaparilla should do so this spring. It is a thoroughly honest and reliable preparation, purely vegetable, and contains no injurious in-grellents whatover. Thousands testify to its peculiar curative power.

Purifies the Blood

"I had crysipolas in the worst form, being nearly covered with bilisters. My husband heard of Hood's Sarsaparilla and insisted on my taking it, though I had little faith. I had taken but a few doses when I began to feel better, I had taken but a few doses when I began and in a week I was sure it was doing me good. I continued to take it according to directions, and when the first bottle was gone I was entirely well. I have not been troubled by crysipolas since." MRS. L. BACON, Brim-

Hood's Sarsaparilla

Sold by sil druggists \$1; six for \$5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar

Bold by sil druggists \$1; six for \$5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar